

AMENDMENTS TO THE CLAIMS

Claim 1. (Previously Presented) A pneumatic tire comprising
a tread portion,
a pair of sidewall portions,
a pair of bead portions each with a bead core therein,
a carcass ply of cords extending between the bead portions
through the tread portion and sidewall portions and turned up around
the bead core in each bead portion from the axially inside to the
outside of the tire to form a pair of turnup portions and a main
portion therebetween,
a radially outwardly tapering rubber bead apex disposed between
each of the turnup portions and the main portion,
each of the turnup portions extending radially outwardly beyond
a radially outer end of the bead apex to form an adjoining part in
which carcass cords in the turnup portion adjoin carcass cords in
the main portion,
in a meridian section of the tire, the sidewall portion and
bead portion on each side of the tire having a profile comprising a
first linear portion and a second linear portion each being
substantially straight,

said first linear portion extending radially outwards from a point P in substantially parallel to the tire equatorial plane,

said second linear portion extending radially inwards from said point P while inclining axially inwards at an angle of from +15 to +60 degrees with respect to the tire equatorial plane,

a radially outer end of each of the turnup portions being disposed at a radial distance from a point Q which radial distance is in a range of less than 0.5 times a distance (gt) wherein the distance (gt) is defined as measured from said point P to the carcass ply main portion along a straight line drawn from the point P perpendicularly to the carcass ply main portion, and the point Q is defined as a point at which said straight line intersects the carcass ply main portion, and wherein said adjoining part extends radially inwardly beyond the radically inner end of the second linear portion.

Claim 2. (Original) The pneumatic tire according to claim 1, wherein when the tire is mounted on a standard wheel rim and inflated to a standard pressure but loaded with no tire load, the point P is positioned at a height in a range of from 0.15 to 0.4 times the section height H of the tire, each from a bead base line.

Claim 3. (Original) The pneumatic tire according to claim 1, wherein the length of the first linear portion is in a range of from 0.05 to 0.4 times the tire section height H, and

the length of the second linear portion is in a range of from 0.05 to 0.5 times the tire section height H.

Claim 4. (Original) The pneumatic tire according to claim 1, wherein said profile comprises a third linear portion extending substantially straight from the radially inner end of the second linear portion to the vicinity of a bead heel in substantially parallel to the tire equatorial plane.

Claim 5. (Previously Presented) The pneumatic tire according to claim 1, wherein in said adjoining part, the distance (t) between the carcass cords of the turnup portion and the carcass cords in the main portion is in a range of from 0.15 to 7.0 times diameter D of the carcass cords, and

said adjoining part includes a parallel part in which the distance (t) is substantially constant.

Claim 6. (Previously Presented) The pneumatic tire according to claim 1, wherein in said adjoining part, the distance (t)

between the carcass cords of the turnup portion and the carcass cords in the main portion is in a range of from 0.15 to 7.0 times the diameter D of the carcass cords, and

 said adjoining part includes a widening part in which the distance (t) gradually increases towards the radially outer end of the adjoining part.

Claim 7. (Previously Presented) The pneumatic tire according to claim 5, wherein a radial height (ha) of the radially outer end of the bead apex is in a range of from 6 to 41% of the tire section height H.

Claim 8. (Cancelled)

Claim 9. (Currently Amended) A pneumatic tire comprising
 a tread portion,
 a pair of sidewall portions,
 a pair of bead portions each with a bead core
therein,

 a carcass ply of cords extending between the bead portions through the tread portion and sidewall portions and turned up around the bead core in each bead portion from the axially inside

to the outside of the tire to form a pair of turnup portions and a main portion therebetween,

a radially outwardly tapering rubber bead apex disposed between each of the turnup portions and the main portion,

each of the turnup portions extending radially outwardly beyond a radially outer end of the bead apex to form an adjoining part in which carcass cords in the turnup portion adjoin carcass cords in the main portion,

in a meridian section of the tire, the sidewall portion and bead portion on each side of the tire having a profile comprising

a first linear portion being straight,

a second linear portion being straight, and

a third linear portion each being substantially straight,

said first linear portion extending radially outwards from a point P to have a length in a range of from 0.10 to 0.25 times the section height H of the tire,

said second linear portion extending radially inwards from said point P while inclining axially inwards,

said third linear portion extending from the radially inner end of the second linear portion to the vicinity of a bead heel,

said first linear portion and said third linear portion being in substantially parallel with each other,

an intersecting an angle of said first linear portion and a said second linear portion at the point P being in a range of from 15 to 60 degrees,

a radially outer end of each of the turnup portions being disposed at a radial distance from a point Q which radial distance is in a range of less than 3 times a distance (gt) wherein the distance (gt) is defined as measured from said point P to the carcass ply main portion along a straight line drawn from the point P perpendicularly to the carcass ply main portion, and the point Q is defined as a point at which said straight line intersects the carcass ply main portion.

Claim 10. (Original) The pneumatic tire according to claim 9, wherein when the tire is mounted on a standard wheel rim and inflated to a standard pressure but loaded with no tire load, the point P is positioned at a height in a range of from 0.15 to 0.4 times the section height H of the tire, each from a bead base line.

Claim 11. (Currently Amended) The pneumatic tire according to claim 10, wherein ~~the length of the first linear portion is in a range of from 0.05 to 0.4 times the tire section height H, and~~

the length of the second linear portion is in a range of from 0.05 to 0.5 times the tire section height H.

Claim 12. (Previously Presented) The pneumatic tire according to claim 2, wherein the length of the first linear portion is in a range of from 0.05 to 0.4 times the tire section height H, and the length of the second linear portion is in a range of from 0.05 to 0.5 times the tire section height H.

Claim 13. (Previously Presented) The pneumatic tire according to claim 6, wherein a radial height (ha) of the radially outer end of the bead apex is a range of from 6 to 31% of the tire section height H.

Claim 14. (Cancelled)

Claim 15. (Previously Presented) A pneumatic tire comprising a tread portion,
a pair of sidewall portions,
a pair of bead portions each with a bead core therein,
a carcass ply of cords extending between the bead portions through the tread portion and sidewall portions and turned up around

the bead core in each bead portion from the axially inside to the outside of the tire to form a pair of turnup portions and a main portion therebetween,

a radially outwardly tapering rubber bead apex disposed between each of the turnup portions and the main portion,

each of the turnup portions extending radially outwardly beyond a radially outer end of the bead apex to form an adjoining part in which carcass cords in the turnup portion adjoin carcass cords in the main portion,

in a meridian section of the tire, the sidewall portion and bead portion on each side of the tire having a profile comprising a first linear portion and a second linear portion each being substantially straight,

said first linear portion extending radially outwards from a point P in substantially parallel to the tire equatorial plane,

said second linear portion extending radially inwards from said point P while inclining axially inwards at an angle of from +15 to +60 degrees with respect to the tire equatorial plane,

a radially outer end of each of the turnup portions being disposed at a radial distance from a point Q which radial distance is in a range of less than 0.5 times a distance (gt) wherein

the distance (gt) is defined as measured from said point P to the carcass ply main portion along a straight line drawn from the point P perpendicularly to the carcass ply main portion, and the point Q is defined as a point at which said straight line intersects the carcass ply main portion, and when the tire is mounted on a standard wheel rim and inflated to a standard pressure, but loaded with no tire load, said first linear portion and said second linear portion are slightly curved concavely.